

Intimations.

OXO

helps the Cook to cook
as she should cook.

There is more beef concentrated in a pound of OXO than in a pound of any other food in the world.

OXO

is the genuine

LIEBIG COMPANY'S EXTRACT.

AGENTS:

WATKINS,
LIMITED,
APOTHECARIES HALL.

ERATED WATER FACTORY,
Masons Lane.

Hongkong, 7th January, 1902. [74c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT,

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [11c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor.

[77c] Hongkong, 21st January, 1902. [53c]

W. POWELL LTD

GENERAL DRAPERS AND OUTFITTERS.

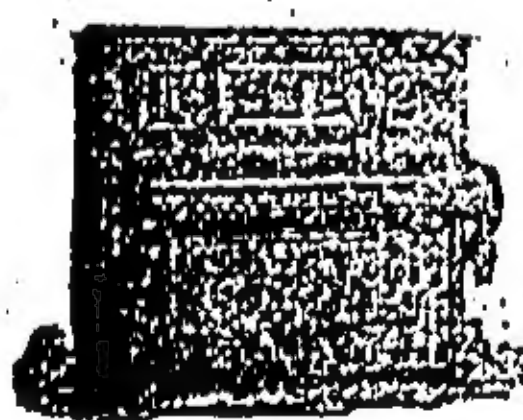
SPECIALY SELECTED LOT OF
MIRRORS,
CUT GLASS OVERMANTELS,
in the most Artistic Styles and Designs
Stained Wood,
WHITE AND GOLD ENAMELED,
&c., &c., &c.

This forms an exceptional opportunity
of securing a genuine article at moderate
price.

Hongkong, 17th January, 1902. [955c]

BY SPECIAL APPOINTMENT

TO HIS MAJESTY  **KING EDWARD, VII.**



BECHSTEIN

ROYAL PIANOS.

Sole Agents: **THE ROBINSON PIANO Co., Ltd.**

At less cost see the **WERNER** and
HAAKE Pianos.

Hongkong, 14th January, 1902. [655c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 15th July, 1901. [777c]

Today's

Advertisements.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 27th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 21st January, 1902. [92c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Port, on FRIDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 21st January, 1902. [93c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA,"

Captain Geo. J. Blaxland, will be despatched for the above Port, on SATURDAY, the 25th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamship. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 21st January, 1902. [95d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA,"

having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Venice, ex S.S. *Scotowitch* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd instant, or they will not be received.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 21st January, 1902. [53d]

Today's

Advertisements.

TO RENT.

A LARGE WELL FURNISHED ROOM and bath, with board. Suitable for married couple, or one or two gentlemen. Terms reasonable and accommodations first-class.

"EDWARDS,"

Hongkong, 21st January, 1902. [94d]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

SPECIALITIES FOR THE SEASON.

PORT & SHERRY,
OF THE FINEST QUALITY AND
VINTAGE.

CHAMPAGNE,
JULES MUMM & Co., a Wine for
Connoisseurs.

WATSON'S

E

SCOTCH

WHISKY.

COGNAC BRANDY,
QUALITY GUARANTEED.

CLARETS,

IMPORTED FROM THE BEST
GROWERS, AND INCLUDING
WINES FROM THE MOST CELEBRATED CHATEAUX.

CONFECTIONERY,
OF THE HIGHEST CLASS IN
GREAT VARIETY, IMPORTED
FROM THE LEADING LONDON
AND PARISIAN HOUSES

CIGARS AND CIGARETTES,
AND SMOKERS' REQUISITES,
&c., &c., &c.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JANUARY 21, 1902.

NOTES AND COMMENTS.

Mr. Stewart Lockhart's New Appointment.

News has arrived to the effect that the Hon. J. H. STEWART LOCKHART, C.M.G., Colonial Secretary, has been appointed to the Commissionership of Wei-hai-wei. This, it goes without saying, is promotion for Mr. Lockhart, and his many friends, both European and Chinese, will doubtless join with us in offering him congratulations.

We do not think that a better man could have been selected for this post, for Mr. Lockhart's twenty-two years service in Hongkong have given him an intimate knowledge of the Chinese and their ways which few other men of his age possess. This is just what was wanted in the new colony, for there will be many questions cropping up between the Government and the natives which will require a considerable knowledge of native ways and methods of thought to deal with, and which, if left to be settled by an outsider would be bound to lead to complications.

In Hongkong Mr. LOCKHART has done exceptionally good work and Wei-hai-wei's gain will be this Colony's loss. We all know that Mr. LOCKHART's views have not at all times coincided with those of the European community, that he has been irreverently dubbed a "Chinaman," and charged with leaning too much towards the Chinese in many things; but a close scanning of the history of Mr. Lockhart's service will show that on more occasions than one he has been able to save these same Europeans who abused him from falling into errors which would have led to the very evils which they wished to avoid. Take, for instance, the subject of representation for the taxpayer. This was a thing for which the Europeans clamoured mightily and said that they must have it. Mr. Lockhart thought differently, and said so, and now we think that few fail to realize that such control would place the whole Government of the Colony in the hands of the Chinese, the very people whose influence the popular agitation was intended to upset; for they are the bulk of the taxpayers. We do not go so far as to say that

Crown Colony Government is perfect, for we know that such is not the case. But we do think that in the instance quoted above, Mr. LOCKHART saved the Europeans from being hoist with their own petard.

The next question is who is to take Mr. LOCKHART's place? The Hon. F. H. MAY, C.M.G., who has several times filled the post of Acting Colonial Secretary, is next in seniority to Mr. LOCKHART and we presume that the mantle will naturally fall to him. What is to be sincerely hoped is that no outsider, who has no knowledge whatever of the Colony or the Chinese, will be appointed to the post. As we have frequently pointed out, one half of the friction which arises between the Government of the Colony and the Chinese is occasioned by mutual misunderstandings and, as a great part of the administrative work of the Colony must necessarily fall on the shoulders of the Colonial Secretary, who must also be ready at any moment to advise the Governor on local affairs, a man who has the Chinese and their ways at his finger ends is an absolute necessity.

REUTERS' TELEGRAMS.

OBITUARY.

LONDON, January 18th.
Sir E. Ashmead-Hartlett, M.P. in the Conservative interest for Ecclesall, Sheffield, is dead.

SENTENCE ON DR. KRAUSE.

Dr. Krause has been sentenced to two years imprisonment, the maximum penalty allowed for attempting to incite to murder. The judge excluded the grave count of inciting to murder, because it was not proved that Cornelius Bloksma had received the letters sent to him by the prisoner.

THE SOUTH AFRICAN WAR.

January 19th.
Whilst carrying a Boer position at the point of the bayonet near Griquatown, Griquatown West, Major Whitehead of the Royal Munster Fusiliers and four men were killed and five wounded.

EXECUTION OF SCIEPERS.

The Boer Commandant Sciepers has been shot.

KRITZINGER'S TRIAL.

The trial of the Boer Commandant Kritzinger now begins.

THE UNITED STATES AND CHINA.

The correspondent of the *Telegraph* at Washington, states that President Roosevelt has ordered the return to China of \$376,000, the value of the silver seized by American marines at Tientsin.

LOCAL AND GENERAL.

THE RETIRING CHINESE MINISTER
at Berlin, Hai-hwan, had an audience of the German Emperor on 14th ult.

LIEUT. COLONEL SADLER, Consul-General for the Somaliland Protectorate, has been appointed His Majesty's Commissioner in Uganda.

T. R. H. TO VISIT ST. PETERSBURG—Among the notabilities who are expected to visit St. Petersburg in the summer are the Prince and Princess of Wales.

DR. SVEN HEDIN, the Swedish explorer, has arrived at Ladak after spending several months in making explorations in Central Asia. He proposes to pay a short visit to India.

A REGULAR MEETING of the Victoria Preceptory will be held at the Freemasons' Hall at 8.30 for 9 p.m. on Monday, the 27th inst. Visiting Sir Knights are cordially invited to attend.

OUR NAVAL FORCES IN CHINA—According to a return which was issued recently nearly deaths occurred among the naval forces in China during the operations of last year. Of these seven were officers. In all, 167 officers and men were wounded.

JAP. JOURNALISTS—It appears that the Japanese newspaper correspondents in Peking have access to important sources of information, both Chinese and Japanese. Hence their reports in connection with the Manchurian question are entitled to the fullest credit.

MR. SIEGFRIED KOMOR of Messrs. Kuhn and Kombr is at present in Hongkong arranging for the extension of their business in Australia and England. For many years Mr. Komor has resided in Japan and is open to advise any intending purchasers of Japanese Art Curios and take orders for any specialties required.

THE ISLAND OF LANTAO, from all accounts, is about the only spot round Hongkong where large game can be met with. Mr. Hughes, of Messrs. Hughes and Hough, latest achievement was shooting a deer there last Sunday. We believe it was a wild deer, and there is no truth in the rumour that a Chinaman is bringing an action for damages on account of one of his sheep being shot.

THE SLOOP RINALDO, Commander D. St. A. Wake, has returned to Sheerness Harbour from her commissioned steam trial, at which her machinery and Belleville boilers worked very satisfactorily. With a mean pressure of 234 lb. of steam in the boilers, and the engine working 1,992 revolutions per minute, an average of 1,424 horse-power was indicated, with a speed of 13.4 knots per hour. The *Rinaldo* will complete preparations for her departure for China to relieve *Flour*, gunboat, Lieutenant and Commander Hector L. Waits-Jones.

MESSRS. COTTAM & CO. for FOOTBALL BOOTS.

HARD WEATHER—A visitor who recently returned from Vladivostok says that snow fell there on the 20th of December such as has never before been witnessed. The harbour was frozen to the depth of 8 foot 3 inches. Two Russian sentries were frozen to death. There is a project among some Japanese of starting a hotel at Dalny.

ANOTHER HERO GONE—The death took place at Norwich recently of Mr. Robert Briggs, a well-known Crimean veteran, a survivor of Balaklava, and a participant in the famous charge of the Light Brigade, of which he was the only representative in the city. He enlisted on 19 June, 1853, in the 15th Hussars, and received both the Crimean and Turkish medals, with four bars.

A MISSING DUKE—Our evening contemporary waxed eloquent last night under the above heading and complained about the statue of the Duke of Connaught being "immured in a godown." As a matter of fact the statue was erected on the Reclamation several months ago and is boarded up to prevent its being injured by the work in progress on the new Law Court. Who has been pulling the leg of our contemporary?

COMMUNICATING WITH LI HUNG-CHANG'S SPIRIT—At a Chicago séance communication was established with the spirit of Li Hung-chang. That worthy stated that he is now in Paradise, and that his mission there is the same as it had been on earth, the improvement of the condition of the people, but continues that the happiness of a disembodied soul transcends all human imagination. It is rather difficult to see in what way the condition of the people could be elevated. Some people, however, like Mr. Punch's farmer, who complained in an otherwise good year of the "powerful poor crop of mushrooms," are never satisfied.

SPOIL FROM CHINA—The Italians looted in China, like the other nations, and have carried to Rome the pick of the Imperial Library of Peking. Chevalier Vigna del Ferro, the Italian head interpreter, came with the books, had them placed in the Victor Emmanuel Library, and has just completed a catalogue of the volumes. There is a history of the Han, the most celebrated of the twenty-four Chinese dynasties, another of the Ming dynasty, and a splendid edition, the gem of the collection, of the history of the present reigning family of Tsing. A geographical treatise in 100 volumes is also remarkable. Works on Chinese philosophy by Confucius and others complete the collection, which is one of the most important outside the Celestial Empire.

THE U.S. GUNBOAT CONTRACTS—The result of the tenders called for the construction of gunboats for the Manila Government, says the *Kobe Herald*, was made public a short time ago. Two vessels were to be constructed measuring 140 feet in length, 25 feet beam, draft average 9 feet, and to steam 10 knots. The vessels were to have iron frames and wooden hulls made of teak, and constructed to carry three guns and one search light. The tender of different companies was as follows, and the successful bidder (Shanghai Co.) contracted to deliver all vessels within nineteen months:—

Shanghai Farnham Boyd & Co.	\$52,337
Uraga Dock Co.	50,250
Blow Co. (?)	60,000
A Chinese	61,160
Feewick	71,440
Mitsu Bishi Dockyard Co.	74,500
Hongkong Dock Co.	85,000
Ishikawajima Dock Co.	85,401
Manila Co.	87,000
Kawasaki Dockyard Co.	90,000

BIG BLAZE IN WING LOK STREET.

SIX HOUSES BURNED.

At 11.20 last night the Fire Brigade, in charge of Acting Deputy Supt. MacKie, were called to a fire in Wing Lok St. which looked at one time as if it were going to be a general conflagration. It started under the stairs on the ground floor of 115 Wing Lok St., occupied by Tai Cheung, a dealer in kerosene oil, tobacco, matches and general merchandise. The inflammable nature of his stock rendered it especially difficult to fight the fire, and the Fire Brigade were further hampered by a shortage of water. If the supply of water had been ample and could have been secured without delay, no doubt the fire could have been confined to the house in which it originated. As it was the fire spread to neighbouring buildings and burnt through the rear to Bonham Street. One shop was destroyed on this latter street. The buildings this morning are in a very dilapidated state, and from the deep cracks in the brick walls, look as if they were ready to fall at any moment. The fragile nature of the partitions between two of the houses can be gathered when we say that when the hose was turned on it broke a hole in the brick wall, which was only one brick and half thick. It is a wonder that the walls did not fall in and injure some of the firemen. We noted Mr. Crisp of the P.W.D. examining these walls with a very dubious look, and presume that he already has seen the defects mentioned. The shop occupied by Pak Chok Tong, had a very valuable stock of jidugs and ginseug. The result of the conflagration was five houses of three stories each completely gutted, No. 115, 117 and 119 Wing Lok Street; No. 131 and 133 Bonham Street was badly damaged by fire and water, and the Tung Kee Co., of 113, Wing Lok Street, had a very narrow escape from destruction, water being their principal damage. It is reported that the insurance amounted to \$57,500, almost entirely placed with companies represented by Messrs. Siemens & Co.

MESSRS. COTTAM & CO. for WARM DRESSING GOWNS.

STEAMER ON FIRE IN HONGKONG HARBOUR.

The Norwegian steamer *Bygdo* which came into the Harbour on the 12th inst. with a cargo of sugar from Mauritius and Singapore has had a narrow escape from total destruction by fire. It appears that about eleven o'clock this morning a kerosene lamp exploded in one of the compartments on board and set fire to the engine room store room. It spread with remarkable rapidity and soon got a hold on the cargo. Fortunately a police constable was on board at the time looking after the Chinese passengers and as soon as the fire was discovered he at once communicated with the police at Tsim Cha Tsui and they immediately apprised the Central Station of the outbreak.

A FLOATING FIRE ENGINE
soon came steaming alongside and the work of battling the flames was at once commenced. The Chinese in the meantime having been sent ashore. The Harbour Master (Hon. Comdr. R. Murray Rumsey, RN), and the acting Harbour Master (Mr. B. R. H. Taylor), were notified of the outbreak and quickly followed Inspector Riley and acting Chief Inspector G. Kemp aboard. Six hoses laid on from the floating fire engine were directing huge volumes of water on to the flames with the result that the fire was soon got in hand. A boatload of men from H.M.S. *Talbot* were also soon alongside and rendered valuable help in coping with the flames. A tremendous amount of water was being poured into the vessel with the result that she began to settle down in the stern.

owing to the bulk of water poured in. Soon after midday more help was forthcoming nearly all the warships in the Harbour sending a crew of men. Some brought their ship's suction pumps which proved a very valuable addition to the appliances in operation, enabling them to pump out the water poured in from the hoses. At the time of going to press the fire had not been exterminated though all danger of its spreading was at an end. All credit is due to the Tsim Cha Tsui police for their prompt and ready action in dealing with the fire in its early stages.

The *Bygdo* is a vessel of 771 tons and trades between Mauritius, Singapore, and Hongkong, Messrs. Sander, Wiegler & Co. being the local agents. She was to have put to sea at an early date, and it is probably that the outbreak of fire will prevent her leaving for some time.

ANOTHER FAREWELL SMOKER.

THE DEPARTING ENGINEERS.

The draft of the Royal Engineers proceeding home to-morrow by the s.s. *Patroclus* were the guests last evening of the members of the N.C. O's Mess at Wellington Barracks. It was for the purpose of giving them a hearty send off that Sergt. H. J. A. McCaffery, Corps. W. West, W. Beech and C. Bord of the Committee, with Sergt. H. Allen, as President, have been busy making elaborate preparations for Monday's function, and as a result the lucky draft will long have cause to remember their good old days in the Colony, of which the last was by no means least. The mess room had been prettily decorated, and by eight o'clock, when Sergt. Major H. R. George, R.E., took the presidential chair, there was not a vacant seat. Among the officers present were noticed Major King, Captain Radcliffe, Lieut. Stevens, Lieut. Brown and others. The guests of the evening were C.S.M. C. A. Wilson, S. Sergt. E. J. Stephens, Sergts. J. Newberry, Harry Jackson, G. Simmers, V. E. Whitewood, G. Nicoll, Corps. G. Hales, D. Chimes, W. Ramsden, F. J. Baxford, T. Price, and W. Eveleigh, all of the Royal Engineers.

An excellent programme of instrumental and vocal music had been arranged and proved to be as varied as it was enjoyable. During the evening the Chairman substituted the loyal toasts and subsequently proposed in suitable and pleasing terms the "Guests of the evening." C. S. M. C. A. Wilson, R.E., replied and met with a most cordial reception. "The Officers of the Royal Engineers" was also given from the chair, Major King R.E., and Lieut. Brown R.E., who is leaving with the draft, replying in gratifying terms. Captain Radcliffe, of the 25th Company, R.E., addressed his men with respect to the good qualities of the N. C. O's of his Company, while Lieut. Stevens, as representing the O. C. Hongkong Company, also spoke in most complimentary terms. Mr. G. H. Bryant responded on behalf of the Civil Staff. The Captain and Officers of the *Patroclus* were also toasted and a fitting reply was made by Captain Dickens. In fact the whole of the speeches were of a most laudatory character, and the speakers were enthusiastically received by those present.

Among the names of those contributing to the programme were the Chairman, S. Major Power Sergt. Barnfather, R.E., Capt. Eveleigh, R.E., Sergt. Jardine, R.M.A., S. Sergt. Burnett, R.E., S. Sergt. Polkinghorne, R.E., S. Sergt. Ward, R.A.M.C., Sergt. French, R.G.A., S. Maj. H. R. George, R.E., Band Sergt. Adams, R. W. F., Sapper Long, Mr. G. Clarke, Mr. F. Whitick, Mr. Oxberry and others. Light refreshments were served during the evening and everyone had a jolly good time. We regret being unable to give details of the programme owing to the amount of "copy" we are called to, upon to deal with elsewhere, but in conclusion it should be mentioned that every credit is due to the Committee for the able manner in which they catered for the enjoyment of those present.

MESSRS. COTTAM & CO. for PATENT LEATHER DRESS BOOTS AND SHOES.

RACING NOTES.

Hard galloping on hard going is beginning to tell its tale with our local racers. The course is like iron and the watering merely makes the top treacherous; consequently ponies sick, ponies off their feed and ponies stiff and sore, is the order of the day. The point arises is it better to work your horse and either bring him to the post on the race day fit and well and chance breaking him down in the process, or nursing him gently and then bringing him out as fat and soft as a bullock? Some trainers favour one course, some the other and results only will prove the correctness of either. Mr. Master believes in hard work and his string are well forward, but do not seem to improve as they go along. On the other hand, the owners of *Glory* are taking no risks and keep him to slow exercise.

The old Chinese pony, *Sinbad*, is going strong and did a good mile in 2 mins. 20 secs. last week, whereas *Thedon*, who was in great fettle a short time ago, seems to have gone off colour. His 4 mile in 1 min. 35 secs. was not finished in his usual style and at the end of his journey he seemed to have just about had enough of it.

Mr. Monck's bay mare did a mile in 2 mins. 13 secs. and moved over the ground in good style. Messrs Brown and White's grey mare is a disappointing animal and lacks the true grit that would keep him going and land him at the place where he is most wanted.

Mr. Poite has a useful chestnut that if well placed should pull off a race, but a long distance is no use to her. Col. Hughes bay did a gallop with Mr. D. Gillies black, but the black was not in at any point, and in our opinion the more Mr. Gillies works his horse the worse he will get, as he is too soft to stand anything like a severe preparation.

Mr. Master's brown mare is not improving and will require a lot of watching to prevent her getting stale. However we expect to chronicle her as a winner before it is all over. Mr. Kadonrie has a good Chinese pony in *Hyacinth* and no amount of graft seems to upset it.

Major General Gascoigne's chestnut is improving every day and, moreover, appears as sound as a bell. A mile in 2 mins. 16 secs., the last quarter in 31 secs., is not too bad when appearing to go in very little beyond a common canter.

Loyalist did the half mile in 58 secs. and his moving was faultless. If he would only gallop in a race as he does at practice he would have to be backed every time, but whenever he is tickled he shuts up, his best times being done when he runs alone.

Black Snake, from Shanghai, and Mr. Humphrey's chestnut did a good 4 mile. In the first half the black was pulling his jock half off of the saddle, but in the last 4 Mr. P. A. Cox was sitting down on the chestnut and the black appeared satisfied that he had done enough.

Glory has been physicked and appears tired of the whole business, but as he has been in steady work for some time only a little tuning up will be required.

Mr. Master's discord, that he bought in, has been laid up for a week. With the quality of horse now in training it will be found that the great majority have neither the blood nor the breed to stand hard frod and hard work. To stand by the course and watch the final 4 miles being done is enough to prove that, taking the last set of griffins, racing is not their game and the prizes will be taken as much by luck as good management.

AMATEUR ATHLETIC SPORTS.

A few years ago the amateur athletic meeting held on Chinese New Years eve was one of the events of the season, but from various causes this interesting fixture was allowed to lapse. Efforts have now been made to resuscitate the meeting and fortunately the management is in the right peoples hands. The gathering will take place on the Taikeo Club's ground on Saturday, February 1st and twelve events will be decided during the afternoon. The community has worthily responded to the call for assistance and over \$1,000 worth of prizes will be competed for. Entries can be made at The Victoria Recreation Club, The Club Lushano, The Taikeo Club, The Hongkong Hotel, The New Victoria Hotel, Messrs. Kelly & Walsh, A. S. Watson & Co., Lane, Crawford & Co., J. Brewer & Co., and Cotnam & Co., closing on Saturday, the 1st February. A fee of \$1.00 must accompany each entry with the exception of the Soldiers and Sailors race for which post entries, free, will be taken.

The sports will be under the patronage of Major General Sir William Gascoigne, C. M. G., and gentlemen on the committee of management are a guarantee that every detail will be well attended to.

The following is the programme—

EVENTS.

- 1st Race—220 yds. Flat (Handicap).
- 2nd Race—2 mile Bicycle Race (Handicap). (Open to non 1st prize winners only).
- 3rd Race—4 mile Flat Race (Handicap).
- 4th Race—3 mile Bicycle Race (Handicap).
- 5th Race—100 yds. Hurdle Race (Handicap).
- 6th Race—2 mile Bicycle Race (Handicap). (Competitors to be 30 years of age or over).
- 7th Race—100 yds. Flat Race (Handicap).
- 8th Race—Ladies Nomination Race.
- 9th Race—5 mile Bicycle Race (Handicap).
- 10th Race—1 mile Flat Race (Handicap).
- 11th Race—2 mile Bicycle Scratch Race Lap prize.
- 12th Race—4 mile Flat Scratch Race, open to Army, Navy, Volunteers and police.

MESSRS. COTTAM & CO. for DRESS SHIRTS, TIES and WHITE KID GLOVES.

BENEFIT CONCERT AT THE CITY HALL.

The many friends of Miss Emmie Smith decided on tendering her a benefit before her departure from the Colony and a long list of helpers volunteered their services.

On Saturday night there was a gathering that is rarely seen nowadays, and the Hall was packed to the doors. Miss Smith was, of course, the star of the evening and in her songs, *Home Dearie Home*, *The Sweetest Story*, *Blushing Rose* &c. sang her best and looked her nicest, being vociferously encored on each occasion. The various gentlemen sang under great difficulties as the musical portion of the entertainment was atrocious. To say that the orchestra was composed of the members of the Royal Welsh Fusiliers would be an insult to that highly trained body, and might we suggest that in future the units who made the discords on Saturday night should attend future functions in civilian clothes so as not to cast discredit on their regiment. Miss Smith was the recipient of a number of very handsome floral offerings and, through Mr. Banvard, tendered her hearty thanks to those who had assisted her and the splendid audience that greeted her. Space will not allow us to give the items of the programme in full but special mention must be made of Messrs. W. Burgess, A. O. C. (who gave a very clever turn) Cullen, Simmers, Ward and Whitlock.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship A. G. Wise, Acting Chief Justice).

January 21st.

MANSLAUGHTER.

Pung Chun was indicted for the manslaughter of Ho Man, at Hollywell Road, on the 25th November last.

The Attorney General (Mr. W. M. Goodman, K. C.), instructed by the Crown Solicitor, Mr. F. B. L. Bowley, prosecuted, and the prisoner, who pleaded guilty, was not legally represented.

The Attorney General stated that he had considered with a great deal of care whether he ought to charge the prisoner with murder or manslaughter, and came to the conclusion that it would not be safe to indict him with the former. The facts of the case were as follows:—There was a club at No. 190, Hollywell Road, and on the evening of the day named some Chinese musicians were holding a meeting and remained there for a late hour. After the meeting a supper was commenced between two and half-past two in the morning and it lasted about an hour. There was no doubt that a considerable quantity of samshu was drunk with the result that the men were not in full command of their intelligence. In fact, they were all more or less under the influence of drink. Under those circumstances a quarrel began, between the deceased man and the prisoner, arising out of some question as to who ought to have been employed on some occasion when the musicians were employed in rotation to attend at a place of entertainment. The prisoner happened to have a knife (produced). According to the evidence of a man, who was present and kept quite sober, the men seemed to have made a great deal of noise during the supper, and he had to request them to keep quiet. The prisoner commenced abusing the deceased man and two distinct fights ensued. On the first occasion the two men made free use of their fists, and before they really had time for their blood to cool the prisoner produced the knife. In his dying deposition the man said the prisoner struck him, and he then struck him back. Previous to this the prisoner took a knife from his pocket, remarking that he could not fight as he was armed. However, later in the evening, the fight was recommenced and the deceased was struck in the abdomen. Instead of sitting down and being attended to the deceased chased the prisoner and eventually fell in the road where he was found and removed to Mr. Hospital and subsequently died from acute peritonitis. In his statement, the prisoner said he produced the knife simply for the purpose of frightening the deceased.

The prisoner, who had nothing to say beyond leaving himself entirely in the hands of the Court, was sentenced to prison for three years with hard labour, his Lordship observing it was not a serious case of manslaughter, but one for which he must be punished.

ROBBERY WITH VIOLENCE.

Yung Ting and Tan Tuk pleaded not guilty to robbery with violence at Kowloon on the 10th December last.

The Attorney General, instructed by the Crown Solicitor (Mr. F. B. L. Bowley) prosecuted. From the opening statements of the Attorney General, it appeared that a Kowloon cattle dealer and another man were set upon by four men near Kowloon City and robbed of 37 dollars. The men were armed with bamboos and the dealer was very much knocked about while his companion, who was only hit on the shoulder, managed to get away. The alleged robbers afterwards disappeared but two of them were subsequently arrested and identified as having taken part in the affair. Counsel said the facts of the case were very simple, and it was purely a question of identity for the jury to consider.

The prisoners being found guilty were sentenced to seven years imprisonment with hard labour and were each ordered to receive two whippings of 20 strokes during their incarceration. This concluded the business of the Sessions.

MESSRS. COTTAM & CO. for THE FAVORITE STRAW HAT and TAN KID GLOVES.

THE PAINTING OF WARSHIPS.

When H.M.S. *Albion* passed through Singapore the other day, says an exchange, it was ascertained that she was painted as to hull and upper works black and grey, as an experiment.

As regards invisibility at any distance, it could not be said that this was secured by the mode of colouring in question. We mentioned that what was wanted was "horizon" colouring, that is, a sea tint for the hull, and a neutral sky tint for upper works, funnels, and masts.

Something like this change appears now to have commanded itself to the Admiralty, for we note that this paragraph is given in the *Daily Express* of the 6th December:—

SEA-GRN SHIPS.

BRITISH WAR VESSELS CHANGE COLOUR. The annual attempt to find out the best colour for invisibility at sea is about to be made by the Lords who direct his Majesty's Navy. Drab and light grey have long been favourites, but these are now giving place to sea-green, a sickly shade, which the handy man will emulate in his carmen's of oil-skin, if not in his fighting kit. The Channel Squadron puts to sea in January, and the dockyard painters are mixing the new invisibility in their paint-pots ready for an initial attack of the brush on the hull of the *Magnificent*.

THE H. A. L. LINERS AND LIQUID FUEL.

The *C. Ferdinand Lassus*, along with the *Silvia*, are the first vessels of the Company fitted for the experiment with liquid fuel. The apparatus on the *C. Ferdinand Lassus* was fitted at Suez under the care of the engineers of the Hamburg-American Company, and under the watchful observation of a representative of the German Admiralty. The apparatus differs from most of the British apparatus, in that the oil is sprayed on the fire, not by the aid of steam, but by means of the pressure under which it works. The working with liquid fuel from Suez to Hamburg was in every way satisfactory, consumption being reduced very largely as compared with the former coal consumption of the steamer, whilst engines and boilers worked without trouble.

Two other steamers of the Hamburg-American Line have been fitted to burn liquid fuel, and are shortly expected out.

Concerning these vessels a German gentleman, interested in shipping, writes to the *Ceylon Standard* from Kobe, as follows:—

It may interest you to hear that the Hamburg-America Line are building six more mail steamers for the China-Japan trade. The vessels will be of the type of the *Prinz Heinrich*, and are being built in Germany. The *Altona*, which is also to come out to Japan, has received another name now, and is called the *Moltke*. She is already completed, and is making two or three trips to New York, after which she comes out here. She is in charge of Captain Dempwolf, who used to be on the *Silvia*. The H. A. L. is also building a sister ship to the *Moltke*, to be called the *Blucher*. These two boats are to beat every vessel on the Far East route, in comfort, speed and accommodation.—S.F.P.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Hamburg-American steamer *Hamburg*, from Hamburg, Dec. 11.—To Nagasaki: Mr. Albert Stoelger. To Tientsin: Mrs. Derlien. To Hongkong: Miss Anna Johannsen. To Singapore: Mr. Carl Niemeyer. From Antwerp.—To Singapore: Mr. and Mrs. Bekking. To Yokohama: Mr. and Mrs. J. Takamine and family, Miss Stritch. To Kobe: Mr. and Mrs. E. H. Tottenham. To Shanghai: Mr. and Mrs. H. G. Riches, Miss Riches, Misses Byrne, Miss Warr, Mr. G. T. Wilson, Miss Anderson, Mrs. Beinhoff, Mrs. Ramsay, Mrs. Hardy, Mr. and Mrs. Thompson, Mr. and Mrs. Stanley Smith and family, Mr. and Mrs. E. J. Comfoot, Mr. Chesney Duncan and child, Mr. and Mrs. H. Poate, Miss Poate. To Hongkong: Mr. and Mrs. Michael, Mrs. Frank Morgan and child, Mr. Finlay Urquhart, Mrs. Wise and child, Miss Worthely, Miss Osborne, Miss May, Miss Wilson, Mr. E. W. Wolff. To Singapore: Mr. C. V. Brooke, Mr. Frixell and family, Mrs. Miller and children, H.H. the Rajah Muda of Sarawak, Mr. and Mrs. Pasquel. To Penang: Mr. and Mrs. E. C. J. Trencoll and child. From Genoa.—To Yokohama: Mrs. Agnes Overbeck. To Tientsin: Mr. Karl Stoffregen. To Shanghai: Mr. Li Lu Shing, Mr. Wen, Mr. Chai, Mr. Ku Chuanshan, Mr. Zan Foh-kung, Mr. Z. S. Kleeman, His Excellency Lu, Mr. and Mrs. Lu and child, Mr. Lu, Lieut. Z. S. Hollmann, Mrs. Hardy, Mr. Hu, Mr. H. E. Shu. To Hongkong: Mrs. Van Aalst, Mr. and Mrs. A. Giltrow, Miss Osborne, Miss Worthely. To Samarang: Mr. J. H. Tromp de Haas, Mr. Intvelt. To Batavia: Mr. R. van der Haeg. To Singapore: Mr. A. Dittmar, Mr. Eschke, Mr. and Mrs. W. J. Gallols and 6 children, Mr. G. H. W. Kubaseck, Mr. and Mrs. Pasquel. From Naples.—To Nagasaki: Mr. and Mrs. J. Chelva, Mr. Graf Tarabini. To Shanghai: Mr. W. B. Townley, Mrs. Susan B. Townley.

Per Messageries Maritimes steamer *Australien*, connecting with the steamer *Salasta*, at Colombo, from Marseilles, Dec. 29.—To Shanghai: Mr. and Mrs. R. Prunier, Mr. and Mrs. Augustin. To Haiphong: Miss Eschey, Mr. and Mrs. Debeaux, Mr. Brossé, Mr. M. Getten. To Saigon: Mr. Hans Meisler.

Per Messageries Maritimes steamer *Salasta*, from Marseilles, Dec. 22.—To Saigon: Mr. and Mrs. Blanc.

Per Messageries Maritimes steamer *Annab*, from Marseilles, Jan. 12.—To Shanghai: Mr. Charles Crawford, Mr. Crawford Kerr, Miss Dudgeon. To Haiphong: Mr. and Mrs. Merle and family, Miss Hayn. To Saigon: Mr. Lautiere. To Samarang: Mr. Cochon and family. To Singapore: Mr. J. J. Hulstkamp, Mr. Michella.

MESSRS. COTTAM & CO. for the LATEST STYLES in TREES & GO'S FRET HATS.

Entertainments.

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY will be held in the CITY HALL, on JANUARY 24TH, 1902, at 9.30 P.M.

TICKETS \$5 each.

Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.

Hongkong, 19th December, 1901.

PROMENADE CONCERTS.

MONDAY and TUESDAY.

3rd and 4th February.

CITY HALL.

9 P.M.

ORCHESTRA 120.

Hands 22nd Bombay Infantry.
Brads 5th Hyderabad Contingent.
Bagpipes H. K. and S. Battalion.

(Ladies and Gentlemen of Hongkong will kindly assist).

Booking at ROBINSON PIANO CO.

Dress Circle \$2

Promenade 1

Conductor J. H. MOIR,

B.M., R.W.F.

Hongkong, 17th January, 1902. [76d]

Entertainments.

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to the Hongkong Land Investment and Agency Company, Limited.

General Agents for The West Point Building Company, Limited.
Hongkong, 6th January, 1902. [22d]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER of SHARES will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Sec. etary.

Hongkong, 6th January, 1902. [21d]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE SIXTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, on MONDAY, the 27th January, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both Days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 14th January, 1902. [66d]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIRST ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd January, to 4th February, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 14th January, 1902. [65d]

WANTED FOR THE CIVIL MEDICAL DEPARTMENT.

A EUROPEAN WARDMASTER, Single, of good Character, Particulars as to Salary, Duties, &c. Apply to the Principal Civil Medical Officer before the 25th instant.

Hongkong, 17th January, 1902. [80d]

WANTED.

THERE is a VACANCY for a EUROPEAN PROBATIONER NURSE at the Government Civil Hospital.

Age not under 20 years.
For full Particulars: Apply to the Matron Government Civil Hospital before the 25th instant.

Hongkong, 17th January, 1902. [79d]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place on the 24th instant from Kowloon City Pier in a South-Easterly direction.

All Ships, Junks, and other Vessels are cautioned to keep clear of the Ranges.
By Command,
J. H. STEWART-LOCKHART,
Colonial Secretary's Office,
Hongkong, 16th January, 1902. [77d]

Entertainments.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901.

INCANDESCENT GAS LIGHT.

consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR AUER VON WELSBACH Co., VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece. BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954c]

W. BREWER & Co.

JUST LANDED.

WHITAKERS' ALMANACK 1902.

Complete Edition \$1.75

Paper Edition 70

Strand Magazine; New Vol. 400

Pearsons Magazine; New Vol. 400

John Chisaman, by E. H. Parker \$1.50

Hongkong, 20th January, 1902. [34d]

Chambers' Twentieth Century Dictionary, \$2.25.

Fresh Supply Christmas Numbers of Queen, Strand Magazine, Pearson Mag, Punch, Harpers Magazine, Scribners Monthly, The Century.

New International Code of Signals, \$13.

Chambers' Twentieth Century Dictionary, \$2.25.

Hongkong, 20th January, 1902.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals; Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [732c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [127]

Untouched by Hand.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.

dead of the disease, but also probably by fleas which infest the sick animal and inoculate the healthy. 2. From rat to man the infection travels in the latter way. Under given circumstances, the rat may contract the disease from man.

LINE OF ACTION.

This suggests the line of action:—
1. Extirpation of rats. While this may express the aim it cannot reasonably be regarded as indicating a result which is possible of attainment within the limits of one community. But every considerable reduction in their numbers will materially lessen the opportunities of infection among them. Every method by which they can be killed should be resorted to. Trapping is everywhere possible, poisoning is frequently practicable; dogs very rarely contract the disease and a mongoose is an efficient exterminator if operating within limits from which he can not himself escape, as on shipboard and in institutions. "But even to become fairly effective these means must be resorted to generally, because rats migrate directly they are persistently disturbed in their haunts or when disease occurs among them, and a sick rat entering a fresh colony may begin disease in a new area. The question of fencing off what might be assumed to be an infected area must be dismissed as impracticable.

2. Exclusion of rats from dwelling houses, places of business, public resorts, etc. If made the object of deliberate effort this is not wholly impossible. Rat-infested premises are potentially dangerous to health. Hence the aim should be to exclude rats from dwellings, and to remove from the neighbourhood of all occupied premises collections of garbage on which they may feed, and lumber in which they may nest. They live and breed in the dark, and come to the open in search of food. When none is to be found, or access is denied them, they cease to be troublesome. Many ashpits are feeding places for rats, hence the value of destroying by fire all domestic refuse. Collections of lumber in the neighbourhood of a food supply afford suitable nesting places, so do ill-constructed or badly-kept basement floors, cellars, stables, all places, in fact, where organic refuse is allowed to collect, or where food is stored. Open, or badly fitting doors offer access to them, especially at night, but burrowing through the earth along the lines of drainage, water, and gas pipes is probably the more common way by which they gain access to tenement buildings. Having reached the basement the movement of rats through a tenement usually follows the line of pipes, behind woodwork or plaster, and below floors. Cementing or asphalted basement floors affords protection from burrowing, openings in walls through which pipes are led should fit accurately, all openings in ground floors which cannot be otherwise closed may be protected by wire netting. Rat runs within buildings should be searched for systematically and destroyed, and the point of entrance to the building cemented. It is useless to stop a rat hole within a house and leave the rat run behind the plaster or below the floor intact.

THE USE OF POISON.

For the purpose of driving rats away from buildings without killing them it is said that the excreta of the ferret mixed with tar and sawdust and placed in rat runs is infallible. Chloride of lime also is of use for this purpose. The use of poison is frequently objected to on the ground that the rats die under the floor and create smells. But it will thereby reveal a rat run, and this knowledge is at the moment valuable. Dead rats should not be lifted by the hands. If they are recently dead they are likely still to be infested with fleas, and these may be dangerous. Boiling water should be poured over them where they lie, or they should be drowned with a liquid disinfectant. A mixture of half a pint of carbolic acid to a gallon of water, preferably boiling, is reliable for this purpose, and the whole surfaces around them should be similarly dealt with. After this treatment they should be lifted with tongs and burned.

While the foregoing measures are directed chiefly against the local disease, the railways and shipping traffic offer facilities for transmission of diseased rats from one part of the country to another. Rats travel in goods trains, and these should have special care. It is believed that they rarely travel in the vans of passenger trains. At all railway depots and sidings rat extermination should be rigorously persisted in.

Every coasting vessel should be systematically disinfected when the holds are empty. Fumigation with sulphur is one of the most readily available and reliable methods for this purpose, but the disinfection of all the compartments should be carried out simultaneously where possible.

Rat guards should be placed on all the mooring ropes of ships in harbour, and all gangways should be removed at night. Goods sheds and timber piles at the docks should be dealt with as rigorously as railway sidings.

LORD ROSEBERRY'S APPEAL.

There is reason to believe, says a mail paper, that the Liberal Imperialists intend to follow up Lord Rosebery's earnest appeal to the nation by a series of meetings throughout the country immediately after Christmas, and some of the prominent statesmen identified with the Progressive wing of the Liberal party will then take opportunity of laying their views before the country. The enlightened Liberals realise that if through slackness or want of daring they allow the present opportunity to slip through their fingers, a like chance may never occur again of lifting their party on to the Progressive level which it is clear they must attain before they can hope to obtain even a share of the confidence of the nation. Lord Rosebery can count upon the valuable services of several able lieutenants, imbued with his own spirit and sincerely anxious to carry out the policy which he has enunciated, and which, no doubt, they had some share in framing.

GIRAULT: NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, CROQUET, &c.

THE CORONATION.

26 JUNE PROCLAIMED AS THE DATE.

Fourteen Miles to be Covered by the Royal Procession.

EDWARD R.I.

Whereas, by our royal proclamation bearing the date 26th of June last, we did among other things, publish and declare our royal intention to celebrate the solemnity of our royal coronation and of the coronation of our dearly beloved consort the Queen upon a day in June next to be thereafter determined at our palace at Westminster; and whereas we have resolved by the favour and blessing of Almighty God to celebrate the said solemnity upon Thursday, the 26th day of June next we do by this, our royal proclamation, give notice thereof, and we do hereby strictly charge and command all our loving subjects whom it may concern, that all persons of what rank or quality soever they be, who either upon our letters to them directed or by reason of their office and tenures or otherwise, are to do any service at the time of our coronation, do duly give their attendance at the same on Thursday, the 26th day of June next, in all respects furnished and appointed as to so great a solemnity appertaineth and answerable to the dignities and places which every one of them respectively holdeth and enjoyeth, and of this they or any one of them are not to fail, as they will answer the perils unless upon special reasons by ourself under our hand to be allowed we shall dispense with any of their services of attendances, provided always, and we do further by this our royal proclamation signify and declare, that nothing herein contained shall be construed to change or alter our royal proclamation bearing date the 26th day of June last, whereby we did signify it to be our royal will and pleasure upon the occasion of this our coronation to dispense with that part of the coronation which heretofore took place in Westminster Hall and that part hereof which consisted of the procession.

Given at our Court of St. James's the tenth day of December, in the year of our Lord one thousand nine hundred and one, and in the first year of our reign.

GOD SAVE THE KING.

At noon on the 10th ult. the King held a Privy Council, probably one of the most important over which he has presided.

Among the business before the Council was the fixing of the date for his Majesty's coronation, and the King was pleased to append his signature to a proclamation fixing the coronation for 26 June, 1902.

The Coronation Committee have been discussing recently whether the long procession through some of the principal streets of the metropolis should precede or follow the coronation ceremony in Westminster Abbey, but nothing official can yet be ascertained as to whether the point has been settled.

The fixing of the coronation for 26 June seems to suggest that the public procession may take place on 25 June.

The route, as in the case of that followed by the Prince and Princess of Wales recently, has been arranged to avoid the usual but narrow and unsuitable thoroughfare where Fleet-st. joins the Strand, and the King and Queen will approach the City by the Holborn route.

So great is the length of the roads to be traversed on the south side of the river Thames that the total distance to be covered by the royal pageant will be about 14 miles.

Their Majesties will, it is tentatively arranged, call at Westminster Hall on their way back to Buckingham Palace for a short ceremonial.

NEW COINS.

The King attached his signature to yet another proclamation, the practical effect of which is to authorise the issue of the first gold and bronze coins of the current reign.

The designs of the silver coins have not yet been formally approved.

THE PRINCE'S "ACHIEVEMENTS." The council disposed of another matter—the form of the "achievement" of the Prince of Wales. The term has reference to his Royal Highness's coat of arms, to the design of which the King issued an order in Council, making certain additions.

What these additions are is learned in the following announcement in a *London Gazette*:—"That there be added to the achievement of the Prince of Wales the badge of the Dragon, to be borne in the following manner:—(1) The Royal Crest, as Her Apparent, in the centre; (2) the Badge of the Plume of Ostrich Feathers on the dexter side; and (3) on the sinister side a representation of the Badge of Wales, namely, on a mount vert a Dragon passant, gules, differenced (as in the Crest) with a label of three points argent."

THE NEW STAMPS.

A portion of the new issue of postage stamps, bearing the King's head, were on sale at all post offices in the United Kingdom on Jan. 1. The first issue will consist of the 3d., 1d., and 6d. denominations. New stamps of the other values will be issued as the existing stock is exhausted. The new penny stamp will be red, instead of mauve, as at present, in order to secure uniformity throughout the Postal Union. The existing 6d. stamp is red and will be changed to mauve. Caution will therefore have to be exercised for a time to avoid confusing the sixpenny with the penny stamp. The 3d. and 2d. stamps will remain the same colour. The new 1d. stamp, printed from a design by Mr. Emile Fuchs, bears the King's head placed in an upright oval, and flanked on the right by a branch of oak leaves and on the left by a branch of bay. The 3d. stamp, though of the same colour as before, will be of more elaborate design, and will correspond with the new 1d. and with the 2d. and 6d. stamps. In the case of stamps of higher value there will be no change in colour, and the King's head will appear without the crown, which will be placed at the top of the design.

GIRAULT: CRYSTALLIZED FRUITS, ROSE, MAROONS GLACES a most Splendid Assortment [1902]

Hotels.

THE CONNAUGHT HOUSE, QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE.

Hongkong, 7th December, 1901.

J. H. WAINWRIGHT,

Manager.

[1339C]

GO TO THE KOWLOON HOTEL, KOWLOON.

J. H. DOWNS,

Manager.

J. W. OSBORNE,

Proprietor.

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only, kept. Private dinners, a specialty.

Under entirely new management.

J. LACOCK.

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

The most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

[1075C]

Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL. Convenient distance from town, delightful situation.

BOARD AND RESIDENCE.

[1075C]

Intimations.

SPECIAL HOME RETURN TICKETS.

NOTICE.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for Two years (from date of departure to date of arrival on return) for one and one-half fare.

E. A. HEWETT,

Superintendent.

P. & O. S. N. Co.

P. DE CHAMPMORIN,

Acting Agent.

MELCHERS & CO.,

Agents.

Norddeutscher Lloyd.

Hongkong, 23rd December, 1901. [1497C]

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE,

and conducted for several years by

H. E. POLLOCK, ESQ., K.C.

TRUSTEES:

HON. J. H. STEWART LOCKHART, C.M.G.,

G. B. DODWELL, ESQ.,

R. SHEWAN, ESQ.

SUBSCRIPTIONS:—Payable in Advance.

\$7.50.....Per Half Year.

or

\$14.00.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to

CAPTAIN SPENCER,

Hon. Secretary and Treasurer,

Ordinance Office.

Hongkong, 28th December, 1901. [1413C]

DROZ & Co.,

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS:

MAXIM, BERN, &c.

REPAIRS OF WATCHES AND CLOCKS

by competent European experts at

Moderate Rates.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901. [1526C]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS

AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

[141C]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1901. [15C]

ARMORIAL BEARINGS AND

PEDIGREES.

Full information on above subjects furnished by

"J."

c/o Eastern General Agency,

15, Des Voeux Road,

Hongkong, 31st December, 1901. [1425C]

THE

"EASTERN GENERAL AGENCY."

Commission, and General Agents for the Sale

or Transfer of Businesses, Houses, Land,

and Property of every kind.

Loans and Mortgages arranged.

15, Des Voeux Road, Hongkong and

at Singapore and Soerabaya.

Hongkong, 31st December, 1901. [1425C]

C. E. WARREN,

BUILDING CONTRACTOR,

WYNDHAM STREET (Opposite to the

CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED

AND FIXED, DRAINS, TRAPS,

WASTE PIPES, &c., CLEANSED AND RE-

PAIRED. Sanitary Board Notices receive

prompt attention. Agent for MOSAIC TILES.

Price on Application. [558C]

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J EYES

FLUID

SOAP.

SOAP.

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 28th March, 1902. [121C]

NEW VICTORIA HOTEL.

ROTISSERIE,

Meats a la Carte.

CHOPS, STEAKS, &c., etc., at any time,

between 7.30 a.m. and 11 p.m.

Monthly Dinner at Moderate Rates.

Madar & Farmer,

Proprietors.

Hongkong, 2nd September 1901. [1958C]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

"CELEBRATED OPERA GLASSES,"

MARINE GLASSES AND SPYGLASSES.

Nos. 42, & 44, Queen's Road Central. [137C]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF 102 HOUSE, IN

the House Road.

I am now in position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1901. [145C]

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest

Patterns in Cloths, Canvas, and

Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. [966C]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. J. SAKATA)

DENTIST.

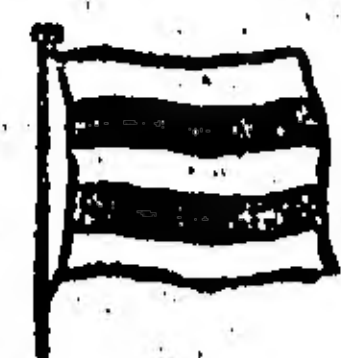
No. 4, Queen's Road Central.

Hongkong, 3rd January, 1902. [16C]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 25th Jan., at Daylight.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 28th Jan., at Noon.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 30th Jan., at 4 P.M.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 31st Jan., at Daylight.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 31st Jan., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 15th January, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADAM, EGYPT,

MARSEILLES, MEDITERRANEAN,

AND BLACK SEA. PORTS: LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th instant, 1902,

at 1 P.M., the Company's Steamship

"CALEDONIAN," Captain Blanc, with

Mails, Passengers, Specie and Cargo, will leave

this Port for MARSEIL

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA, ILOILO and CEBU	"SUNGKIANG"	22nd instant.
SHANGHAI and CHEFOO	"HANGHONG"	23rd instant.
MANILA, ILOILO and CEBU	"CHANGSHA"	20th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	20th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AJAX"	24th January, 1902.
"	"PYRRHUS"	31st "
"	"ULYSSES"	10th February, "
"	"TYDEUS"	15th "
"	"ANTENOR"	20th "

S.S. "TANTALUS" from SWANSEA, GLASGOW and LIVERPOOL has arrived and will leave for SHANGHAI, TO-MORROW, the 22nd instant.

HOMEWARDS.

FOR LONDON.

"PELEUS"	22nd Jan., 1902.
"STENTOR"	4th Feb., "
"IDOMENEUS"	18th "
"AJAX"	4th March, "
"ULYSSES"	15th "
"ANTENOR"	22nd Jan., 1902.
"PATROCLUS"	15th Feb., "
"TANTALUS"	15th Mar., "
"TYDEUS"	15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELL," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, KOBE,
and YOKOHAMA.

THE Steamship "KNIGHT COMPANION" will be despatched for PORTLAND (OR.) on or about the 13th February.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO. (Incorporated in U.S.A.)
Hongkong, 21st January, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING*.....	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 22nd January.
FOR TAMSUI*.....	"DAIGI MARU"	T. Kitano	SUNDAY, 26th January.
FOR FOCHOW*.....	"ANPING MARU"	K. Suzuki	WEDNESDAY, 29th January.
FOR TAMSUI*.....	"DAIJIN MARU"	T. Ogata	SUNDAY, 2nd February.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 15th January, 1902.

TOYO KISEN KAISHA (ORIENTAL S.S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3376 Tons.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on or about MONDAY, the 27th instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

No. 6, Ice House Street Corner of Des Voeux Road, 1st floor.
Hongkong, 15th January, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain P. Helms, will be despatched as above on THURSDAY, the 30th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th January, 1902.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Davis, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 21st January, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

Captain E. Beemelander, due here with the outward German Mail about the 23rd instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & Co., Agents.

Hongkong, 20th January, 1902.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain S. H. Nelson, will be despatched for the above Ports, on FRIDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.

Hongkong, 20th January, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on FRIDAY, the 24th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th January, 1902.

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"SILESIA."

Captain Bahle, will be despatched for the above Ports, on or about SATURDAY, the 25th instant.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th January, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE."

Captain Aubert, will be despatched for the above Ports, on or about SUNDAY, the 26th instant.

For Freight or Passage, apply to
P. DE CHAMPMORIN, Acting Agent.

Hongkong, 20th January, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE.)

(Taking Cargo at through Rates to the LEVANT, PERSIAN GULF, &c.)

THE Company's Steamship

"CARINTHIA."

Captain Marochino, will be despatched as above on MONDAY, the 27th instant, P.M.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.

Hongkong, 16th January, 1902.

FOR SINGAPORE AND PENANG VIA AMOY.

THE Steamship

"CHEANG CHEW."

Captain H. D. C. Frampton, will be despatched for the above Ports, on MONDAY, the 27th instant.

For Freight or Passage, apply to
HENG SENG CHIANG, Agents.

Hongkong, 18th January, 1902.

FOR SINGAPORE AND PENANG VIA AMOY.

THE Steamship

"CHEANG HOCK KIAN."

Captain M. Geesche, will be despatched for the above Ports, on TUESDAY, the 28th instant.

For Freight or Passage, apply to
HENG SENG CHIANG, Agents.

Hongkong, 18th January, 1902.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"YAWATA MARU."

(3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on THURSDAY, the 30th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to
A. S. MIHARA, Manager.

Hongkong, 20th January, 1902.

Consignees.

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Orizabal*, from Bordeaux, ex s.s. *Ville de Bordeaux* and *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M., TO-DAY, the 16th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 23rd instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd instant, or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 16th January, 1902.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA."

CONSIGNEES of Cargo ex s.s. *Indrasamha* from NEW YORK are hereby notified that their Cargo transhipped at SINGAPORE to the s.s. *C. Ferdinand Latic*, has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.

Consignees are requested to immediately send in to the undersigned Original Bills of Lading, in exchange for which they will receive Local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & Co., Agents.

Hongkong, 17th January, 1902.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"PERU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from cargo.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 17th January, 1902.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 25th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 28th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 18th January, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 20th January, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 20th January, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 20th January, 1902.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALERIE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th January, 1902.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at consignees' risk and expense.

Cargo remaining on board after the 2nd instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and

Post Office.

A Mail will close—
For Canton—Per *Hankow*, to-morrow, the 22nd instant, at 7.30 A.M.
For Quong-chow-wan—Per *Hoiho*, to-morrow, the 22nd instant, at 9 A.M.
For Singapore—Per *Patroclus*, to-morrow, the 22nd instant, at 10 A.M.
For Macao—Per *Heungshan*, to-morrow, the 22nd instant, at 11.15 A.M.
For Singapore and Penang—Per *Kutangs*, to-morrow, the 22nd instant, at 2 P.M.
For Chinkiang—Per *Trym*, to-morrow, the 22nd instant, at 3 P.M.
For Manila—Per *Sungshang*, to-morrow, the 22nd instant, at 4 P.M.
For Shanghai and Chefoo—Per *Hangchow*, to-morrow, the 22nd instant, at 4 P.M.
For Shanghai—Per *Lyteoon*, to-morrow, the 22nd instant, at 4 P.M.
For Canton—Per *Towan*, to-morrow, the 22nd instant, at 5 P.M.
For Takow, Amoy and Swatow—Per *Tailen*, on Thursday, the 23rd instant, at 3 P.M.
For Swatow—Per *Halton*, on Thursday, the 23rd instant, at 5 P.M.
For Singapore, Penang and Calcutta—Per *Catherine Apcar*, on Friday, the 24th inst., at 2 P.M.
For Manila—Per *Loongsang*, on Friday, the 24th inst., at 3 P.M.
For Singapore and Calcutta—Per *Siletia*, on Friday, the 24th inst., at 4 P.M.
For Singapore, Penang and Colombo—Per *Sado Maru*, on Friday, the 24th inst., at 5 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Peru*, on Saturday, the 25th inst., at 11 A.M.
For Singapore and Bombay—Per *Malacca*, on Saturday, the 25th inst., at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Prins Heinrich*, on Saturday, the 25th inst., at 5 P.M.
For Manila—Per *Rosetta Maru*, on Monday, the 27th inst., at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Caledonia*, on Monday, the 27th inst., at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver—Per *Tartar*, on Wednesday, the 29th inst., at 11 A.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yavuta Maru*, on Thursday, the 30th inst., at 3 P.M.
For Europe, &c., India, via Tuticorin—Per *Coromandel*, on Saturday, the 1st February, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 12th Feb., at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Thursday, the 20th February, at 4 P.M.

OPINION QUOTATIONS.

Hongkong, 21st January.
To-day's quotations are as follows—
BENGAL—New Fatna.....@ \$910
Old Patha.....@ 920
New Benares.....@ 907
Old Benares.....@ 920 1/2
MALWA—New.....@ \$900/910
Last year's.....@ 920/30
2 1/2 years' old.....@ 920/30
3 1/2 years' old.....@ 930/40
Butterfield.....@ 940
PERSIAN—Superior drug was sold.....@ 625

VESSELS IN PORT.

Steamers.
AFRIDI, British steamer, 2,354, S. Golding, 16th Jan.,—Shanghai 12th Jan., General—Doddwell & Co., Ltd.
BAELSKING, German steamer, 1,370, C. A. Beckmann, 19th Jan.,—Canton 18th Jan., General—East Asiatic Trading Co., Ltd.
BAIKAL, Russian steamer, 717, Kashkin, 13th Jan.,—Manila 9th Jan., Ballast—Ogden.
BYGDE, Norwegian steamer, 771, Th. Carlsen, 12th Jan.,—Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieler & Co.
CAM, British steamer, 1,930, H. R. Clayton, 13th Jan.,—Cardiff 23rd Nov., Peten-luel—Admiralty.
CARL DIEDERICHSEN, German steamer, 774, H. Bendixen, 12th Jan.,—Haiphong 8th Jan., and Hoihow 11th, General—Jensen & Co.
CATHERINE APCAR, British steamer, 1,730, S. H. Belson, 18th Jan.,—Calcutta 31st Dec., Penang and Singapore 12th Jan., General—David Sassoon, Sons & Co.
CHOWFA, German steamer, 1,050, H. Kohler, 18th Jan.,—Bangkok 9th Jan., and Swatow 17th, Rice and Wood—Butterfield & Swire.
DEVAYONGS, German steamer, 1,057, H. Hargreaves, 8th Jan.,—Bangkok 28th Dec., Rice—Butterfield & Swire.
ERIKEN, German steamer, 1,217, Zindel, 20th Jan.,—Singapore 12th Jan., General—Jensen & Co.
FAUGANG, British steamer, 1,410, T. A. Mitchell, 18th Jan.,—Moji 13th Jan., Coal—Jardine, Matheson & Co.
FORMOSA, British steamer, 674, A. E. Hodgins, 12th Jan.,—Fochow 8th Jan., Amoy 9th, and Swatow 10th, General—Douglas, Laprak & Co.
GLENGOLE, British steamer, 3,750, W. Frakes, 9th Jan.,—Shanghai 6th Jan., General—Doddwell & Co., Ltd.
HAICHING, British steamer, 1,272, W. G. Davis, 12th Jan.,—Swatow 11th Jan., General—Douglas, Laprak & Co.
HALIOTS, Dutch steamer, 1,055, Van Rijn, 20th Jan.,—Palembang 7th Jan., Petroleum—E. A. Trading Co.
HANGCHOW, British steamer, 999, J. Pearce, 17th Jan.,—Canton 17th Jan., General—Butterfield & Swire.
HEIM, Norwegian steamer, 758, A. Ericksen, 12th Jan.,—Moji 5th Jan., Coal—Sander, Wieler & Co.
HINBANG, British steamer, 1,537, P. M. B. Lake, 17th Jan.,—Hogon 15th Jan., Coal—Jardine, Matheson & Co.
HOIHO, French steamer, 508, M. Merlees, 20th Jan.,—Pakhoi 16th Jan., and Hoihow 18th, General—A. R. Marry.
KUTSANG, British steamer, 1,495, T. W. Selby, 20th Jan.,—Canton 19th Jan., General—Jardine, Matheson & Co.
KVARVEN, Norwegian steamer, 1,574, J. Kanity, 12th Jan.,—Moji 9th Jan., Coals—Butterfield & Swire.
KYOTO MARU, Japanese steamer, 2,638, T. Sakurai, 20th Jan.,—Moji 16th Jan., Coal—Mitsui Bussan Kaisha.
LOONGSANG, British steamer, 1,092, G. S. Weigall, 18th Jan.,—Manila 15th Jan., Hemp and General—Jardine, Matheson & Co.
MAIDZURU MARU, Japanese steamer, 667, T. Saiton, 18th Jan.,—Amoy via Amoy and Swatow 15th Jan., Coal—Mitsui Bussan Kaisha.
MARIS JESSEN, German steamer, 1,771, P. Hemmer, 19th Dec.,—Bangkok 1st Dec., Rice—Kong Fat.
MEXICAN PRINCE, British steamer, 1,954, W. Pearce, 18th Jan.,—Pulo Sambo 8th Jan., Bulk Oil—Meyer & Co.
MOKOKUT, German steamer, 859, Goelsche, 20th Jan.,—Bangkok 12th Jan., Rice and General—Butterfield & Swire.

MONIA, German bark, 1,921, F. Rowehl, 18th Jan.,—Cardiff 23rd May, Coal—E. A. Trading Co.
PATROCLUS, British steamer, 3,547, E. G. Dickens, 19th Jan.,—Moji 15th Jan., General—Butterfield & Swire.
PERLA, British steamer, 1,276, G. Blackland, 20th Jan.,—Manila 17th Jan., Hemp—Shewan, Thomas & Co.
PERU, American steamer, 3,528, A. F. Pillsbury, 17th Jan.,—San Francisco 19th Dec., and Shanghai 14th Jan., Mails and General—P. M. S. S. Co.
PETCHABURY, German steamer, 1,600, Hohmann, 17th Jan.,—from Saigon, Ballast—Melchers & Co.
PETRARCH, German steamer, 1,252, H. Uecker, 20th Dec.,—Labuan 12th Dec., Sugar—Sander, Wieler & Co.
PHRA CHOM KLAO, German steamer, 1,011, G. Schultzen, 14th Jan.,—Bangkok 6th Jan., Rice and Wood—Butterfield & Swire.
PITTSBURGH, German steamer, 1,267, L. Goschen, 19th Jan.,—Bangkok 12th Jan., General—Butterfield & Swire.
ROBERT DICKINSON, British steamer, 1,901, S. McDonald, 18th Jan.,—Balik Papan 9th Jan., Kerosine—Arnold, Karberg & Co.
ROCKLIGHT, British steamer, 2,133, Welch, 14th Jan.,—Pulo Papan 20th Dec., and Manila 8th Jan., Kerosine—Arnold, Karberg & Co.
RUBI, British steamer, 1,611, R. W. Almond, 19th Jan.,—Glasgow via Penang, Singapore, Iloilo and Manila 16th Jan., Ballast—Shewan, Thomas & Co.
SALAMANCH, British steamer, 881, J. H. Anderson, 16th Dec.,—Moji 9th Dec., Coal—Bradley & Co.
SATURN, American transport, 1,617, Frank E. Foss, 14th Nov.,—Shanghai 11th Nov.
SILEZIA, German steamer, 4,200, J. Bahle, 20th Jan.,—Kobe and Moji 15th January, General—Carlowitz & Co.
SUNGKIANO, British steamer, 1,621, S. W. Moore, 18th Jan.,—Iloilo 14th Jan., Sugar—Butterfield & Swire.
TAI LEE, German steamer, 828, T. Calender, 16th Jan.,—Cape St. James 17th Jan., Ballast—Meyer & Co.
TAKSANG, British steamer, 977, W. P. Baker, 16th Jan.,—Bangkok 8th Jan., and Ang Hin 8th, Rice and General—Jardine, Matheson & Co.
TARTAR, British steamer, 4,426, E. Beetham, 18th Jan.,—Vancouver, B.C. 16th Dec., and Shanghai 15th Jan., General—C. P. R. Co.
TETARTOS, German steamer, 1,578, W. Diuse, 16th Jan.,—Samarang 6th Jan., Sugar—Siemssen & Co.
THALES, British steamer, 820, A. J. Robson, 16th Jan.,—Taiwan 13th Jan., Amoy 14th, and Swatow 15th, General—Douglas, Laprak & Co.
TAYNE, Norwegian steamer, 710, Hans Dall, 17th Jan.,—Haiphong 14th Jan., and Hoihow 16th, General—A. R. Marry.
WUHU, British steamer, 1,250, W. Robb, 17th Jan.,—Canton 17th Jan., General—Butterfield & Swire.
YEDO MARU, Japanese steamer, 1,069, T. Samma, 19th Jan.,—Chefoo 14th Jan., General—Lun On & Co.

Balling Vessels.
DIRIGO, American ship, 2,845, Geo. W. Goodwin, 6th Dec.,—New York 30th June, Kerosine Oil—Master.
FRED. P. LITCHFIELD, American bark, 1,080, Allen Fulton, 12th Dec.,—Freemantle, W.A. 15th Sept., Sandalwood—Order.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October,—Manila 6th Oct., General—Master.
INVERMAY, British ship, Lamont, 18th Jan.,—Cardiff 18th Jan., Patent Fuel—Admiralty.
MOBILE BAY, British bark, 1,117, James A. Boye, 12th Dec.,—Hongay 17th Nov., Coals—Jardine, Matheson & Co.
NIOLO, Norwegian bark, 649, Cardain, 3rd Jan.,—Freemantle, Wash. and Australia 21st Oct., Sandalwood—Order.
VALE OF DOON, British bark, 669, J. Petersen, 16th Dec.,—Rejang 18th Nov., Timber—Sander, Wieler & Co.
WEST YORK, British bark, 706, W. S. Foster, 26th Dec.,—Callao 10th Oct., Ballast—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 21st, 1902.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Hongkong.
Albion, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algeria, 1st-class cruiser, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.
Amphitrite, 1st-class cruiser, 12,950 tons, Capt. Wm. Stokes Rees, C.B., Hongkong.
Aretusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starling, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.
Aristea, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,500 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Mira Bay.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 11,411 i.h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 10 guns, 5,000 i.h.p., Commander E. H. Martin, Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.
Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, en route Singapore.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.
Deliphi, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. W. F. Paget, C.M.G., Hongkong.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. W. Forbes, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 300 i.h.p., Lt. and Comdr. Beaty Powell, Canton.
Glory, 1st-class flagship, 12,400 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, en route Singapore.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.
Hart, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., in reserve.
Hawley, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, Amoy.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Hongkong.
Phanix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.
Plover, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, en route Singapore.
Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, en route Singapore.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. Lockhart, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Tabu, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Tallot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 8,000 i.h.p., in reserve.
Wivern, coast defence ship, 2,750 tons, 4 guns, 4,000 i.h.p., in reserve Hongkong.
Worcester, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.
Aspern, Austrian gunboat, 970 tons, Captain Heinrich, en route Singapore.
Holland, Dutch cruiser, 6 guns, 3,950 tons, 9,250 i.h.p., Capt. S. N. Nybrandt, Swatow.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossius, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
Pictou, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 5,500 i.h.p., Captain Jakovlev, at Nagasaki.
Admiral Mahkoff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 5,500 i.h.p., Captain Mahkoff, at Nagasaki.
Admiral Tienstien, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 5,500 i.h.p., Captain Tienstien, at Nagasaki.
Albatross, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 5,500 i.h.p., Captain Albatross, at Nagasaki.
Babru, Russian gun-velvet, twin screw, 950 tons, 13 guns, 1,150 i.h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 i.h.p., Comdr. Sharon, en route Singapore.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 i.h.p., Capt. Serbrennikoff, at Taku.
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 i.h.p., Capt. M. K. Makhovskiy, at Shanghai.
Korvetka, Russian cruiser, 1,200 tons, 9 guns, 2,150 i.h.p., Capt. G. M. M. at Taku.
Mandjuri, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 i.h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 i.h.p., Capt. Yenish, at Nagasaki.
Narynskiy, Russian cruiser, 1,334 tons, 14 guns, 1,800 i.h.p., Capt. Zaitsev, at Nagasaki.
Otkrytyy, Russian armoured cruiser, 1,490 tons, 12 guns, 2,000 i.h.p., Captain Coplanoff, at Shanghai.
Petrovskiy, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.
Polistava, Russian battleship, 10,960 tons, 11,555 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 i.h.p., Capt. Domojiroff, at Nagasaki.
Rorshaynik, Russian cruiser, 1,330 tons, 18 guns, 1,140 i.h.p., Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 13,340 tons, 14 guns, 13,500 i.h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,500 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Sitalat, Russian gunboat, 4 guns, 1,200 i.h.p., Capt. Barratoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 8,800 tons, 24 guns, 8,500 i.h.p., Capt. Jarsassoff, at Manila.
Sivuchik, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 i.h.p., Capt. Souhatin, at Nagasaki.
Sugaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed, 19.7 knots.
Vladimir Monomach, Russian cruiser, 600 tons, 16 guns, Prince Ouchinsky, en route Singapore.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchukov, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Regulic, at Taku.
Zabiala, Russian cruiser, 1,230 tons, 10 guns, 2,000 h.p., Capt. Shkuriff, at Nagasaki.

(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Ferd, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasanka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kila, Russian torpedo-boat, 350 tons, Captain Kivarsky, at Shanghai.
Nargun, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novosil, Russian torpedo boat, 87 tons, 4 guns, 1,200 h.p., 22 knots.

Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sokolnik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Glets, at Shanghai.
Sierlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sivuchik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GUN).

Borge, 1st class, Russian torpedo boat, 51 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubosoff.
Flagship of Rear-Admiral Rannoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Bassewitz, at Saigon.
Furst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Röllmann, at Amoy.
Geir, German cruiser, 1,600 tons, 8 guns, Capt. Baer, at Shanghai.
Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.
Hertha, German cruiser, 5,600 tons, 30 guns, Capt. Derewsky, at Saigon.
Iliss, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Schaner, at Canton.
Irene, German cruiser, 4,400 tons, 8 guns, 9,530 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Uehnhardt, at Shanghai.
Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstadt, at Bangkok.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhausen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hemptner, at Shanghai.
No. 91, German torpedo-boat, 350 tons, Capt. Lieut. Pullen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Flaminich, at Shanghai.
Flagship of His Excellency Vice-Admiral Bandemer.
Flagship of Rear-Admiral Geissler.
Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bahme, Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeard, 2nd-class cruiser, 4,900 tons, 16 guns, 9,000 i.h.p., Capt. Delvare, at Shanghai.
Charbonnet, 2nd class, 4,300 tons, 16 guns, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Hongkong.
Comete, gunboat, 600 tons, Capt. Lohel, at Canton.
Decedat, gunboat, 640 tons, Capt. Leamecy, at Pakhoi.
D'Entrecasteaux, 1st class cruiser, 9,000 tons, 25 guns, 13,500 i.h.p., Capt. D. du Fournet, Tonkin.
Ducartier, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Capt. L. de Saine, at Saigon.
Eury, despatch-transport, Captain Vallée, at Saigon.
Frigate, 3rd-class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 100 tons, 8 guns, 176 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Seydlitz, 3rd class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Morne, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bonnessaur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. de Villeneuve, at Fochow.
Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. C. at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,350 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celle, U.S. supply-ship, 648 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Metz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. M. Moore, at Manila.
Isle de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Naro, at Manila.
Martina, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyer, at Canton.
Monoway, U.S. gunboat, 1,370 tons, 6 guns, 350 h.p., Com. G. A. Bicknell, at Taku.
Minervy, U.S. double-turret monitor, 4,000 tons, 6 guns, 5,244 h.p., Comdr. G. W. Pigman, at Shanghai.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,083 tons, Capt. H. McCallum, at Manila.
Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. E. W. Dickens, U.S.N., at Woosung.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 220 h.p., Comdr. Selfridge, at Manila.
Scandia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,391 h.p., Comdr. C. S. Sperry, at Manila.
Venezia, U.S. converted cruiser, 6,179 tons, 10 guns, 3,900 h.p., Capt. G. E. Ide, at Manila.
Zaire, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Canelli, Shanghai.
Lombardia, Italian cruiser, 2,900 tons, Capt. Boet John, Shanghai.
Marco Polo, Italian cruiser, 4,883 tons, Capt. P. Botti, Shanghai.
Verona, Italian cruiser, 1,500 tons, 14 guns, 6,820 i.h.p., Capt. Zeti, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.
Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Mitsu, at Japan.
Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,240 h.p., at Yokosuka.
Coast Defence Ships.
Matsushima, 1st class, 4,277 tons, 25 guns, 5,100 h.p., at Sasebo.
Izumi, 1st class, 4,277 tons, 35 guns